PUBLISHED WEEKLY BY JNO. W. & SAM'L B. O'BRIEN.

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LOUDON:

TUESDAY, : : : : : : : : : : : JAN. 17.

THE "LOUDON FREE PRESS." For 1854.

Having assumed the onerous and responsible duties of public journalists, we feel the just desire to increase the circulation of our paper, as it will not only increase our capabilities of doing good, but at the same time give us reasonable remuneration for our labors. To accomplish this desirable end, we have determined to send out this Prospectus with a request circulation of our paper will send us the largest number of subscribers they possibly can. Yet, not been nunoticed by us.

being by far more important to the improve- pleted. ment of the country, than any political issue hum of industry and enterprise.

readable matter-containing the latest Foreign of the Company. and Domestic News -full and impartial quotations of the Produce Markets of London, Au- these duties paramount to all others, and gusta, Savannah, Macon, Charleston, and Nash- having diligently devoted himself to their specville, with occasional quotations from other im | dy accomplishment, trusts the Stockholders will portant points-together with the prices and not hold him responsible for not having more number of Hogs sold in Cincinnati each week fully informed himself as to the minutia and during Packing season-also the prices of Pork | minor affairs of the Company, more especially at numerous other points, so as to give our Tra-ders a broad and correct basis of judgement in regard to this important article of trade. In a word, our paper is for the business men of

We are anxious to increase our circulation, and have determined to offer the FREE PRESS at greatly reduced prices to Clubs-money to accompany the names, as follows-

Single copy, ? annum, Three Copies, Eight Copies, Twelve Copies, 20 00 Twenty Copies, J. W. & S. B. O'BRIEN.

MOVEMENTS FOR IRELAND,-John Mitchel

Loudon, Tenn., Aug. 26.

and Francis Meagher the Irish Exiles, state the objects that will guide them in conducting 'The Citizen' in the following language: "The movement of all the western and southern nations of Europe is toward Republicanism. After a few years of dismal "peace" and "order" -after lying a corpse, motionless, breathless, from her last giant struggle, with the fetters of her tyrants weighing down her limbs, and their bayonets at her breast,- Europe is again ripening fast for another bursting forth of the precious and deathless spirit of freedom. The dumb masses of English life-the men voteless, landless, rightless, who labor forever in mines and factories, who have no part in the government of their own land no interest in the oppression of Ireland, in the plunder of Asia, or in the European balance of power-those masses, we apprehend, were not finally crushed into the earth on the 10th of April, 1848, as some persons believe-they are finding voice and spirit again. Germany and Italy are not dead -Hungary is not even asleep. War already rages in Europe; other wars are threateningthat is to say promising-and all ever Europe and America there are eves watching and hearts burning for the occasion to turn all diplomacy and war to good account for the cause of Republican Freedom. Mankind is once more becoming charged with the electricity of the Revolution, and one of the poles of that battery we believe to be situated somewhere in or about New York. The conductors of The Citizen desire to awa-

ken again the national spirit and ambition of Ireland, to evoke and stimulate among Irishmen a noble zeal to aid and partake in the great march of European democracy. The sovereigns and aristocracies of Europe being banded together against the Peoples, we intend to promote, so far as in us lies, a fraternal alliance of the Peoples against the sovereigns and aristo-

Here is a graceful thought, finely turned:

IMAGINATION. The Queen of Beauty and her blushing daughters And each dark ringlet from the flashing waters

Imbibed an amber gleam; Thus thoughts that send, and will send on forever, From the dim plains of Long Ago a light,-Caught from Imagination's golden river Their glow divinely bright.

Show us a lady's bonnet, and we'll tell you what sort of an institution she is. If it is showas full of love and poetry, as a country inn of politicians and losfers. If it goes in for the simple wrinkles, plain colors, and a couple of modest knots, she is a perfect lovel. that the calico is a single establishment, and ers to obviate. will never see a fortieth birth day. Bonnets are true index of women.

man has a right to kiss a dumb woman?

REPORT OF THE PRESIDENT OF THE RAILROAD COMPANY.

OFFICE E. T. & G. RAILROAD, Athens, January 2d, 1854. To the Stock Holders of the East Tennessee and Georgia Railroad Company.

The President and directors do most respectfully report, that the workings of their road from Dalton to Loudon for the year, has been marked by no unusual occurrence-no life has been lost, no limb broken; nor any accident of a serious character transpired, except that of the injury sustained by Mr. Wm. T. Blackwell, who, it gives us pleasure to state, is now conva-

The marked improvement in the agricultural interests of the country through which the road passes, is perceptible to the most casual observer, whilst in the transportation of its varied and increased products the Company have ample assurance that the time is not disbe forthcoming for their efforts and outlays in buiding the road.

With the last of September your former worthy and efficient President, Thos. H. Callaway, impelled by private interest so pressing as to deny him the pleasure of serving you longer, tendered his resignation, which was with much regret and reluctance excepted-at the same time your present executive officer was elected that all who feel an interest in the increased for the unexpired term and entered at once upon the discharge of the duties of his office.

There were pressing on the best interests of we cannot make this request without tendering the Company some highly important matters, appropriate acknowledgements to several friends | demanding immediate attention. The difficulwhose exertions in procuring us subscribers have ties with the contractors for building the Bridge at Loudon-an embarrassing and annoying We deem it unnecessary to occupy a lengthy floating debt-the necessity of immediate purexposition of the leading features of the Fare chase of iron rails for the extension of the road Press. Its political complexion is uncompro- and the tardiness of the grading north of Tenmisingly WHIG-but we are truly glad that the nessee river, growing out of the every slow payevil times of unrelenting political warfare has ments by stock-holders in Knox county and for a time at least ceased, and those so long and elsewhere-these necessities and difficulties so recently in antagonistic array, are drawing combined, were depressing the credit of the together in friendship and in purpose, to mingle | Company-deteriorating the value of the Stock united effort and united wisdom to advance the | -embarrassing the officers in prosecuting the interests and the true glory of the land. We road to completion, and very materially look to the promotion of the interests of Agricul- crippling their efforts to successfully and profitture, of Manufactories and of Commerce, as abiy work that part of the road already com-

Settlement has been made with the original upon which the American people are extensively | bridge contractors-new ones have been placed | divided. These great interests shall have our on and are prosecuting the work with vigorwarmest support. Our leading aim shall be to the iron has been purchased-the debt due the arouse public sentiment to the importance of Company from the State under the law of .52 industrial progress-of enriching our fields, of has been collected-the floating debt has been beautifying our homes-of starting up the busy paid in part and the residue is in rapid course of liquidation-the unlet work north of the ri-As to the merits of the FREE PRESS it is for ver has been put under contract-the working the public to judge-we can only claim that we force largely increased and we hope the delin have earnestly endeavored to publish a paper quent Stockholders have been, to some extent, worthy of public patronage. It is filled with stimulated to a better effort to meet the calls

The President believing the performance of when it is remembered that their worthy Secrethat portion of the road already completed, with that industry and sagacity so characteristic of himself, whilst the efficient Chief Engineer has heen active and diligent in watching over that part now in process of construction.

To the occompanying report of these two officers you are referred for details and particulars in their respective departments.

From that of R. C. Jackson, Esq., your in defatigable Sectretary and Treasurer, herewith submitted, you will learn that the gross earnings of the road for the year ending with November amounts to \$93,975 13, and that the expenses of working the same and maintainance of way is charged at \$42,816 91, leaving the sum of \$51,158 22 as profits. You will further learn from some report that the cost of the 82 miles of Road on which this money has been earned, in round numbers is \$1,500,000 .--We have then to the present you with the fact that this road in its unfinished state and with all the other disadvantages under which its officers have been compelled to work it, has yielded the handsome income of 3½ per cent on the cost of construction. No better evidence can be adduced of the correctness of the position, that when completed to Knoxville and its Eastern connection is perfected, it must be one of the best paying roads in the Union, and we confidently predict that its dividends will range with the highest and its stock will equal in value the most popular. Let no one then feel that in taking stock in the East Tennessee and Geogia Railroad, he has but donated his money for a laudable purpose, but that in return he holds a property tangible and valuable, yielding him more than his outlay, if he sells, and giving him a large interest in annual dividends if he retains it. The relative cost of transportation and maintainance of way to the gross earnings of finished Railroads in the United States, varies from 40 to 60 per cent. On ours the first year it was 60 per cent, this year it is 45. This does not happen from any change of policy, but is the result of the perfecting of our road, and with its light grades and easy curvatures, its current expenses when finished to Knoxville, will not exceed 40 per cent. of the gross earnings. Sav, then the gross receipts \$250,000, expenses at 40 per cent. \$100,000-balance \$150,000 nett profits, a sum equal to seven per cent on the entire cost of construction from Dalton to Knoxville. These fig res are submitted in good faith and accordance with our best judgement, in view of them we respectfully suggest that it may be proper hereafter to declare semiannual dividends payable in stock on all shares

that have been paid up in full at the time such divided ds may be declared. The roport of your vigilant Chief Engineer. M. B. Prichard, Esq., herewith handed, is so essarily otherwise find their outlet to market comprehensive that we have but little to ex- over our Road, without any compensating adplain and less to add touching his department. vantages. But the increase of travel and trade From his figures it will be seen that the in order to successfully prosecute the work north of the Tennessee river to an early completion, we have to realize the sum of one hundrhd and the drainage by means of the Rabun Gap Railand thirty five thousand dollars from Stockhol. road, These two enterprises have been intimately ders, and provide for a defict of seventy thou- blended-they have been all the time considered sand dollars more from elesewhere. After the many dark and stormy days through which you probably would not have been undertaken have so unyieldingly prosecuted this noble without confident expectation that the other enterprise, we are sure none will now falterby would follow. Now, no one can reasonably the way side, and that this comparatively small modest knots, she is a perfect jewel, sweet, sunny mild, but as affectionate as a freshly nursed
are satisfactorily stated, and under the existing
are satisfactorily stated, and under the existing
of those States, to become satisfied that the
Manchester, 162 Chesterville, kitten. If it is "stuck all over" with a paradise circumstances it is a matter of congratulation of clover, three-story ostrich feathers, wax hol- that the excess is not greater and that the diffilyhocks and juniper berries, put it square down culty is fairly within the power of the Stockhold-

the Weastern and Atlantic Railroad, in his report to the Legislature of Georgia, very proportion to the Legislature of Mr. Yonge, the late able superintendent of

roads, and we suggest that this subject be propwhich has to some extent been experienced in our relations with the Western and Atlantic railroad in the arrangement of Tariff of Freights. We conceive that an undue importance is given to carrying of freights to its nothern terminus, when perhaps its interests would have been best subserved by permitting them to take their legitimate channel at Dalton. If corresponding remuneration for the labor were charged, and goods and produce to and from upper East Tennessee found their way via Chattanaria, then there would be no just the construction of the probable completion of the probabl if possible, during the present session of the manded of it. have been placed between Dalton and Jack-sonville, a more liberal policy may be adopted toand Tennessee, placing at once and for all gia State pride is pushing her forward, and she pidity of Roilroad officials, and removing all proportion of which our road must, of necessity, temptation to improper combinations between become the carrier. Then, too, we have the them and individual enterprise. The true wel- Gulf ports, Mobile and Pensacolo, already terminus on the Tennessee river, at the ex. from and independent of all this, East Tennespense of the East Tennessee and Georgia see is exuberently rich in three articles which Railroad, when in fact her most profitable one our road does not yet touch in transportation, must ever be at Dalton. In thus publicly and Copper, Coal and Marble, and we can easily tention to arraign the act or impagn the mo- more motive power and rolling stock than we Railroad, nor do we, for a moment, call in ques- road, at the Hiwassee bridge, 40 tons of copper tion the ability, integrity or honorable bearing per day, from one mine alone, with a fair pros-We contend only for a fair consideration of our Rabun Gap Road upon the interest of this Comrights as an important connecting Road,-we pany-that there is enough and more than ask nothing more-will be content with nothing enough in prospect for it to satisfy our warm-

steps being taken to procure the appointment by the Legislature of Georgia, now in session, duty it shall be to examine and audit the account of the "Union Branch Railroad Company."

The charter for contructing the Cleveland and Chattanooga Railroad being our property. t becomes our duty as good citizens, as well as our interest as Shareholders, at an early day to institute active measures for building that Road. The completion of the Nashville and Chattanooga Railroad and the rapid progress now making by the East Tennessee and Virginia Company, and the Charleston and Memphis Company, for terminating their works on our extremes demand that this very important link from Cleveland to Chattanooga should he located and placed in the hands of efficient contractors without delay. The time is close at hand when our main trunk will be complete and in successful operation and it will not require any great effort to consumate ample arrangements for carrying through successfully this branch to Chattanooga. The growing cities of Nashville and Memphis, would by the building of this short link be brought into direct communication with an industrious, enterprising, thrifty population of half a million, and every Shareholder in every Railroad from the counties of Sullivan and Washington to Davidson and Shelby are deeply interested in its early construction, and it needs but a fair presentation of its bearings and benefits to elicit an interest sufficient to place it at once on a permanent basis, and we trust this hint may reach Nashville in time to remind some friend of his duty to cast this charter astride of the "Omnibus" as it passed round.

It is noticed, with regret, that some apprehensions are entertained by Stockholders and others interested in the prosperity of the East Tennesse and Georgia Railroad, that the building of the Blue Ridge Railroad and its extension to Knoxville, almost of necessity, induces its prolongation to the Ohio river. It might be admitted that were this Road to stop at Knoxville it would certainly drain no inconsiderable portion of products, which must nechighway, will surely more than counterbalance doubt that the East Tennessee and Georgia Railroad, with its connections and the markets look at any map of the Southern States and look at any map of the Southern States and Weldon, 64 Sailsbury, Rabun Gap Railroad will never prove an inju- Branchville, 49 Newberry, rious competitor with ours. The area of terri- Augusta, 74'Abbeville, 59 Kingsto terri- Augusta, 171 Washington 42 Rome, tory embacing the State of South Carolina to Atlanta, which the Rabun Gap Road will distribute West Point 87 Atlanta,

subjected in Tennessee, by vexations law suits. rich and flourishing States of Georgia and the mail, there are two other routes decidedly It is both just and proper that they should be Alabama, and also of Florida, having an agprotected from such interruption in the running gregate area of I68,400 square miles in territo- renton Road is embraced." of their road in Tennessee, and of course corresponding indemnification extended to ours in To this many also be contingently added the in the least traveling beyond that which is en-

ly becoming of more and more importance to over the Blue Ridge Railway will be destined, her numerous Railroads, and that true policy principally, for foreign exportation. As a would indicate a fostering intercourse rather home market and for disitibution in South Carthan one of unfair discrimination against us .- olim, our people there come into direct compe-The East Tennessee and Georgia Railroad, tition with the grain producing States north and with its present trade and prospective increase, eas, and consequently the interior of Georgia the 2d day of January, 1854, on motion, Willshould not be estimated by the freight on a few and Florida has been found and will continue to bags of grain or boxes of goods that may pos- be our best home market. Charleston has sibly be diverted from their legitimate channel great and decided advantages as a port for ship- and W. S. Callaway, of M'Minn, were appoinby discrimination in favor of one end of so mag- ment of breadstuffs and other provisions to the ted Secretaries. nificeat a work as the Weastern and Atlantic markets of South America and the West Indies. Railway. When Griffin connects with the Ten- Toher in this point of view the opening up of nessee river at Decatur, and thence to the thevalley of the Tennessee and Ohio, by the and one thousand copies ordered to be publish-Ohio and Mississippi via Nashville and Mem- most direct and cheapest route, is of the great- ed in pamphlet form. phis and Chattanooga shall have became uni- est importance-to us, also, it is a matter of ted with the Rabun Gap, and the iron rails deep concern, appealing to our interest as well red to a committee, consisting of the following wards us, and an improper retuliative spirit be Yet, even in products intended for export, we port, who submitted the following: then manifested on our part; hence to quarda- do not, by any means, yield the transportagia the necessity of legislative action by Geor- Savannah is competing with Charleston-Geor-

est anticipations for its success. enterprising population that the chief source of a commissioner, or some State officer, whose of profits to its Stockholders may be anticipated. Ia this respect it has no rival. It will of this Company, for expences incured in enforcing our charter privileges in the limits of ted States or table of distances, that it affords that State, against the claims and operations the nearest and most direct route of travel from kansas, Mississippi, Alabama, Florida. and a considerable portion of Georgia. It is a great central route through a temperate climate, unobstructed by the frosts and snows of the north, and from the heat and dust of a more southern line, nor is it obstructed in all its length by any

transit of water. An able correspondent of the "Augusta Chronicle" speaking of the "Macon and Warrenton" Railroad, alludes to this great direct route of which our road is so important a link

in the following manner: "If it he said, however, that the Girard and Mobile Railroad will ultimately enable it to take the through mail and travel, we answer that by the time of its completion, neither that road, nor the Macon and Warranton, (if built) nor the present line will have it, but it will all have been transferred to the system of roads nearest a right line from New York to New Orleans, passing through Philadelphia, Baltimore, and Washington City-and thence either along the old Piedmont route or else, diverging from the present line in toto, and going thro' Lynchburg and Abingdon, Va., and Knoxville, Tenn., and constituting, together with other roads in progress or projected, the most direct route between the great centres of Northern and

Southeastern trade. "The greater part of each of the two systems of roads above referred to-which may be characterised as the Knoxville, and the Piedmont routes-is already in progress. Washington city and Selma, Ala., are almost in the change the time of their annual Convention, direct line going to New York and New Orleans. By consulting a railroad map it will be the same as part of the charter and laws of said seen that Knoxville is almost directly between them, (though on a different side of the mountain.) and that railroads are already in progress on the greater part of the line. It will be seen also, that the route passing through Richmond and Danville, Va., and Charlotte, N. C., wants only a few links of being completed to Montgomery, Ala. The route now followed is further from the line, having a great angle at Wiland by bows of different degrees of curvation -the Piedmont being the less curved, and the EDWARD EVERETT. Wilmington more curved, or by degrees of comparison-direct, less direct, least direct.

"From the best information accessable to the compiled the following table of distances between the above named points-Washington city and Selma themselves on the line between

104 Lynchburg. 70 his colleague, and defeated. 44 Knoxville, 130 28 Dalton. 130 Jacksonville, 50 Montgomery, 88 Montgomery 175 Selma,

Selma, 51 Selma, 1069 "It will be seen then that in the contest for ams & Co.

the limits of Georgia. A more expeditious States of Mississippi and Louisiana, containing tirely within the compass of the "Anglo Saxon" and perhaps a better way may be substituted an area of 88,500 spuare miles, and a population to accomplish, let us premise: That should that for settling equitably just claims against Rail of 1,125,000 people. Here there is presented most magnificent of enterprises be carried out, an area of territory of more than a quarter of a by which the Atlantic and Pacific will be conroads, and we suggest that this subject be properly brought to the notice of both Legislatures, and with this, that, also of the inconvenience which has to some extent been experienced in

but while discrimination is made against us facilities of trade to those markets, there need and the State Road not profiting thereby, it will be no fear of their competition, nor does it need like this should be cautiously entered, but relycontinue to be a source of growing strife and the vision of a prophet to foresee that it will ing on the estimates and expectations of the inconvenience, and we may deem it our duty require more than the utmost capacity of this Chief Eugineer, who is more competent than all to urge the importance of this evil corrected, Road to perform the business which will be de- others to determine, we may confidently assert that the Road will be finished to Knoxville du-Legislatures of the two States. Georgia should not be unmindful of the fact, that as a feeder, both in freights and in passengers, we are dailed to the fact, that are feeder, both in freights and in passengers, we are dailed to the fact, that are feeder, both in freights and in passengers, we are dailed to the fact, that are feeder, both in freights and in passengers, we are dailed to the fact, that are feeder, between the fact, that are feeder, between the fact, that are feeder, between the fact, that are feeder, freights and in passengers are feeder, between the fact, that are feeder, freights and in passengers are feeder, freights and in passengers.

> STOCKHOLDER'S CONVENTION. At the annual convention of Stockholders of the East Tennessee and Georgia Railroad Company, held at the office in Athens, on Monday,

LIAM GRANT, Esq., of Bradley county, was called to the Chair, and J. A. Coffin, of Monroe, The annual Reports of the President, Engineer and Treasurer, were submitted, received

On motion, the President's report was refer-

The Stockholders of the East Tennessee and gainst all such inconvenient contingencies tion of all to the Blue Rridge Railroad. Georgia Railroad have heard with much pleasure resentative of a conversative progress which the annual Report of the President of the company, and rejoice to see that the general conditime to come these delicate and important in- will ere long command her full share of the tion of the company is so rapidly improving, and terests beyond the incompetency, whim or cu- South American and West India trade, a large that the prospects are so bright for an early remuneration upon their investment. The earnings of the road for the fiscal year just closed are highly satisfactory, and present an earnest fare of the Western and Atlantic Rai'road surely reaching out their iron arms, solictiting a poris not consulted when she is made to favor a tion of the commerce of the South. But aside future profits of the company will be more than realized. The stockholders now begin to view their stock as an admirable investment of capital, and congratulate themselves and the State that dividens for so many years deferred, will at plainly presenting this subject for your conside- foresee that in less prehaps than two years, in length soon be realized, and that the amount ration, we distinctly disclaim any desire or in- the carrying of these items alone it will require they have invested, which they have so long considered in the light of a mere donation for tives of those who have had, or now have the now possess. Even now we have a contract, the public benefit; has at length assumed the management of the Western and Atlantic commencing with this year, that places on our character of property, and in future may be regarded as a source of profit.

The stockholders appreciate fully the suggesit is the principle—the control its interests per of the partial interests interests interests in the principle—the control its interests per of the partial interests object and against which we shall ever protest. moment, entertained as to the building of the Railroad, and upon her liberality in the adjustment of a fair tariff of charges upon her great State work, so as not to discriminate to the injury of our interests and in favor of the termin- foreign Secretary, said: We respectfully suggest the propriety of It is however, in its position as a great thor- a source of profit to herself. They feel, also, lately received from Admiral Moresby, with reoughfare for the travel of our restless, changing, that protection is due from the State of Tennes gard to the extent of the supply of guano in New-York, Boston, Philadelphia, Baltimore and to the citizens of Georgia while in the peace- in value, as a manure, to guano itself. Washington city, to the States and cities lying on the Gulf, embracing Texas, Louisiana, Arroad. And it is equally to be hoped that the of fish were now annually thrown away as offal

tion of the State of Georgia. declared semi-annually to the stockholders.

adopt such measures as he may deem most ex- guano in utility and value. pedient, to bring to a settlement the claim of the company against Georgia as to the Union Branch Railroad, and to accomipish a satisfac- the following good one: Western and Atlantic Railroad.

king of the two roads may be done harmonious- spilled milk!" ly, and that unnecessary strife may not be en-

On motion of T. J. CAMPBELL, Esq., Resolved. That in the event the present Legislature pass a law authorizing the East Ten-nessee and Georgia Railroad Company to we hereby accept such law, and agree to receive Company.

The Convention the adjourned. WILLIAM GRANT, Chm'n. J. A. COFFIN, Secretaries. W. S. CALLAWAY,

We find, says the Augusta Chronicle d. Sentinel, the following paragraph in a late number of the National Era, which we take pleasure in himself up, remarked audibly, "Well, I recon placing upon record, that the people of the dat's de fust time de Lord has ever been written South may know, properly, how to appreciate

Committees in the Senate - The Managers this year in the Senate, ashamed of their conduct, at the last session, in excluding Messrs, 496 wounded. During the same time there writer, without pretending to exactness, he has Chase and Summer, from all the Committees, were 60 fires at which loss of life occurred—the determined to pursue a different course. The total number of lives lost being 114. The num-Democrats proposed to provide for Mr. Chase, and suggested to the Whigs to provide for Mr. Summer. Accordingly Mr Chase was placed

The Boston Post says that the man who 889 could'nt express his feelings has applied to AdTHE POOR MAN'S DAY .- BY E. BILIOTT.

Sabbath holy!

To the lowly;

Still art thou a welcome day; When thou comest, earth and ocean, Shade and brightness, rest and motion, Help the poor man's heart to pray. Sun-waked forest! Bird that sourest

O'er the mute impurpled moor!

Throstle's song, that stream-like flowest

Wind, that over dew-drop goest! Welcome now the woe-worn poor. Little river, Young for ever!
Cloud, gold-bright with thankful glee!
Happy woodbine, gladly weeping!
Gnat, within the wild rose keeping!
Oh, that they were bless'd as yel

Sabbath holy!
For the lowly
Paint with flowers thy glittering sod;
For affliction's sons and daughters, Por enfiel the poor men's God! Pale yours — Gasping brother!

Sister, toiling in despair!

Grief bow'd sire, that life-long dies!

White lipp'd child, that sleeping sighest!

Come and drink the light and air.

Still God liveth! Still he giveth What no law can take away; And oh Sabbath! bringing gladness Unto hearts of weary sadness.
Still art thou "The Poor Man's Day!"

Edward Ecerett .- We have noticed for some ime the gradual formation of opinion all over the nation, in regard to this distinguished gentleman. It is something to refresh us in these degenerate times, to know that such a man as EVERETT is an object of national regard. The corruption of party cannot have underminded the virtue and intelligence of the people, when such virtues and such intellectuality as are possessed by Mr. EVERETT, find an almost universal devotion. He is "national" in the broadest, fullest, and most republican sense of that term. He is the friend of the people-the lover of civil and religious liberty-the advecate of eace-the stern opposer of European tion-the prompter of industry, and the repmust command the approbation of all, and has in it the true elements of our national great-

ting in towards him. From the hills of Maine, from the vast interior of the Continent-from the sunny South-from the far West-from the connot be made inaudible comes loud in praise and confidence. There are great issues ahead -great results awaiting the touch of timenew destinies for this young Republic. Calhoun is gone-Clay and Webster are gone. Everett, the bosom friend of one, and the companion of the others, with their varied qualities, beautifully blendid in his model character. As a man, patriot and republican, Edward Everett has a hold upon the hearts of his countrymen, which even party animosity cannot destroy. His future is full of significance. We mean more than ---- Course Diant

a deputation of the Agricultural Society of England, on the 20th ult., Lord Clarendon, the

us of her road, when such discrimination is not In addition to the report which had been see to that portion of the Georgia road which | Peru, it was intended by the government to inlies within her limits, and that our Legislature stitute immediate inquiries with the view of asshould at its present session take such action as certaining the exact state of facts, and also as may prevent in future unjust annoyances to the to obtaining supplies of nitrate of soda from State of Georgia in the matter of their road, in the Mexican territories, which was understood whatever way they may present themselves, or to possess properties that rendered it equivalent

Legislature of Georgia will adopt similar meas- in Newfoundland, which might easily be converures in reference to our agents whose business ted into rich and fertilizing manure. To this confines them within the territory and jurisdic- also his attention should be directed, and the fullest inquiries made upon the subject. The Resolved, Therefore, that our acknowledge noble earl concluded by giving an assurance ments are due to the retiring Board for their ef- that Her Majesty's government would relax no ficient management of the road during the past | effort for the purpose of inducing the Peruvian year, and hereby assent to the suggestions of Government to consider the question, and enthe President that dividends shall hereafter be deavoring to secure to the English farmer a large and cheaper supply of this powerful ele-Resolved, That it will meet the hearty concurment in the cultivation and improvement of tha rence of the stockholders should the President soil, or of some other foreign manures equal to

A Happy Retort .- A Chicago paper relates

tory rate of freight charges, so that our road A boy was going along the street carrying a may be placed upon an equal footing with other | pitcher of milk, when presently he stumbled, means of transportation connecting with the and smash went the pitcher and away ran the milk. Another boy crossing the way saw the Resolved, That the Legislatures of Georgia accident, and shouted: "O! won't you catch it and Tennessee be requested to pass laws which when you go home; your mother 'll give it to will prevent unjust annoyance in every shape to you." "No she won't neither!" screamed the each road under their jurisdiction; that the wor- other, "my mother always says, never cry for

gendered between citizens of the respective Writing Prayers .- A corespondent from Indiana sends us the following, with appropriate avouchings of its truth: "At the breaking of ground for the commencement of the Lynchburg and Tennesseee Railroad, at Lynchburg, the Rev. J. E.—, by appointment, acted as chaplain on the occasion. At the time appointed for prayer, the chaplain raised his hands and said. "Let us pray." In an instant all hats were doffed, and the chaplain commenced, slowly and solemnly, to read a very appropriate manuscript prayer, which he had previously prepared. During the reading of the prayer, an old negro man, who had been engaged with his spade, was resting with one foot on the spade and his arms on the handle, looking very intently in the chaplain's face. At the conclusion of the prayer, the old negro, straighening to on de subject of railroads.'

> Interesting Statistics .- During 1853 there were 136 railroad accidents in the United States, by which 234 persons were killed, and ber of seamboat accidents was 31, by which 319 persons were killed and 158 wounded .-

At a late convention in New Hampehire, one Mrs. Partington says she has noticed that of the speakers illustrated his point by the folwhether sugar was dear or cheap, she always lowing capital story, concerning a pious old lady had to pay the same price for half a dollar's who could not get the run of a cetain hymn, in which Canaan and Jordan were spoken of. But she could well remember it read:

"So to the Jews old—something stood! While—something rolled between!"